

SOCIAL AND PERSONAL

The Little Path.

This is the small, sweet path of little things,
Along its edge were common flowers
And little words of kindly blessedness
Are whispered here where no sharp
thrills surprise.

The tiny tread of little feet is heard,
And the first flutter of the new-fledged
bird.

Jays individual are clustered here,
The microscopic lives of insects bright;
Here neighbor bees and yellow butterflies
Fill far below the angry storms that
blight.

You peaks magnificent, where eagles
tear
The dripping prey that writhes in vain
despair.

There is no crown of bay leaves waiting
here,
But fairy larksport wreaths. Instead
of gold
The coropsis shines forth prettily,
Here by the baby brooks are sweetly
told.

(Through meshes of the cool green wa-
ter-terres)

Small silver tales of daily happiness.
—Clinton Dangerfield.

January Concours.

On Friday afternoon the art class of the Woman's College, under the direction of Miss E. M. Whitfield, held the January concours in the studio of the college.

The best work done during the month was hung and many friends of the class called to see it. A special pleasure of the afternoon was the hearing of several songs by Miss Wilson, a charming young Richmond girl.

Studies hung were drawn and painted by Misses Ethel Elam, Lucy Scott, Irene Galeski, Nannie Hall, Stella Jolly, Gertrude Ligon, Sue Smith, Mary Saunders, Helen Turner, Alice Whitlock, Agnes Dickie and Susan Diggs.

Pink Cotton.

Society in Philadelphia is much interested in a pink cotton given Friday evening last by Mr. and Mrs. Edward Collins Knight, of the Quaker City, in honor of their daughter Clara, this cotton having eclipsed in magnificence any private entertainment ever given in Philadelphia.

The favors used in the figures of the cotton were specially beautiful, the majority of them coming from the city. Not only were they the work of the best Parisian manufacturers, but for the most part they had been made specially to Mr. and Mrs. Knight's order.

There were staffs from the top of which showered down bunches of dainty shawls, trimmed with silver and gold, and other fun there were silver auto clocks, solid brass rings cunningly contrived to hold pens and pencils, jewel boxes, men's riding crops, handsome pipes in cases, sashes, and such a host of other handsome gifts as to keep up a series of exclamations of surprise. Even those who knew Mr. and Mrs. Knight's "Wheel of Life" were surprised, as concealed in ten of the favors were jewels, and their recipients left to chance.

Box and Bridge Parties.

Hen. H. D. Flood gave an academy box-party Saturday night to see "The Sign of the Cross," in honor of Miss Virginia Cabell Baker and her sister, Mrs. Richard E. Byrd, of Winchester.

Mrs. William H. Adams will entertain at bridge this afternoon, in honor of Miss Baker and Mrs. Byrd, and Mrs. Charles Ferrell will be their hostess for Tuesday afternoon.

Current Literature.

Much pleasure is promised members of the Woman's Club in Richmond, by the review of books of the year, to be given this afternoon by Mrs. Leland Rankin.

As a reviewer Mrs. Rankin writes over the signature of "Anne Pendleton," and always in a clever, interesting way. Her review of "The Wheel of Life," published in the News Leader of Saturday was excellent.

ANNOUNCEMENTS.

Carmichael-Hetzel.

Mr. and Mrs. John Hetzel, of Martinsburg, W. Va., announce the engagement of their daughter, Miss Anna Lowry, to Mr. Harry St. George Tucker Carmichael. The wedding will take place in the spring. The bride-elect is an accomplished and popular member of Martinsburg society, while the groom is a well known civil engineer and a son of the late Mr. John Carmichael, of Lexington. He is the grandson of the late John Randolph Tucker and a nephew of Mr. J. St. George Tucker.

Mittendorf-Borchers.

The wedding of Miss Marie Borchers to Dr. William Keith Mittendorf will take place from the home of the bride's parents, No. 11 West Seventy-second Street, New York city, on Thursday, February 16th.

Mr. and Mrs. Borchers, who formerly lived on South Fourth Street, this city, own a beautiful summer home, "Edna," on the Ivy Road, about two miles from Charlottesville.

Patriotic Societies

The following interesting account of the monthly meeting of the Albemarle Chapter, Daughters of the American Revolution, is taken from the Charlottesville Daily Progress and says:

The regular monthly meeting of the Albemarle Chapter, of the D. A. R., was held Friday afternoon at the home of Mrs. Michael Woods on High Street at 3:30 o'clock.

It was a very informal and delightful meeting; more of a social meeting than they usually have. Delicious refreshments were served. When they did get down to business they decided to give a large musical on the 24th of February, to raise a fund for a State Column to be put in the Hall of Nations which is to be erected in Washington.

The musical will be given at the home of Mrs. R. W. Duke, Jr., on Park Street, and all the best talent of the University and Charlottesville will contribute to it.

Those members present yesterday were: Mrs. W. M. Thornton, Mrs. Murray Wood, Mrs. R. W. Duke, Jr., Mrs. William Wood, Mrs. J. H. Howard, Mrs. Cary Ruth Randolph, Mrs. Frank Massie, Mrs. Wallace, Mrs. Olliv, Mrs. Earle, Mrs. Huntington, Mrs. Renshaw, Miss Selma Nelson, Miss Mary Meade, Miss Mildred Page.

Enoch Arden.

On Monday evening, March 5th, at the Central Y. M. C. A. "Enoch Arden" will be presented by Richmond talent.

The poem will be read by Miss Puller; the Strauss musical arrangement, will be rendered by Miss Redford; the first violin part, written especially for Miss Reinhardt, will be rendered by that gifted artist.

Miss Puller is arranging a series of tableaux illustrative of a poem, "Richmond people, familiar with the work of

IMPORTED BEER ON DRAUGHT AT RUEGER'S.

Poems You Ought to Know.

Whatever your occupation may be, and however crowded your hours with affairs, do not fail to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Professor Charles Eliot Norton.

No. 736.

ONLY WAITING.

By FRANCES PARKER LAUGHTON MACE.

Frances Parker Laughton Mace, the American poetess, was born in Orono, Maine, January 15, 1856, the daughter of Doctor Laughton, a physician. Graduated at the High School of Bangor, Maine, in 1872, she wrote "Only Waiting," first published in the Waterville Mail, in 1884, the poem being suggested by the reply of an old man in an asylum, who, when asked what he was doing, answered, "Only waiting." In 1885 she was married to Benjamin H. Mace, a lawyer; moved to San Jose, Cal., in 1885; became an invalid in 1891 and died at Los Gatos, Cal., July 29, 1899. Mrs. Mace published "Legends, Lyrics and Sonnets" (1882), "Under Pine and Palm" (1887), besides contributing to magazines.

ONLY waiting till the shadows
Are a little longer grown;
Only waiting till the glimmer
Of the day's last beam is flown;
Till the night of earth is faded
From the heart once full of day,
Till the stars of heaven are breaking
Through the twilight soft and gray.

Only waiting till the reapers
Have the last sheaf gathered home;
For the summer-time is faded,
And the autumn winds have come.
Quickly, reapers; gather quickly
The last ripe hours of my heart,
For the bloom of life is withered,
And I hasten to depart.

Only waiting till the angels
Open wide the mystic gate,
At whose feet I long have lingered,
Weary, poor and desolate.
Even now I hear the footsteps
And their voices far away;
If they call me, I am waiting,
Only waiting to obey.

Only waiting till the shadows
Are a little longer grown;
Only waiting till the glimmer
Of the day's last beam is flown.
Then, from out the gathered darkness,
Holy, deathless stars shall rise,
By whose light my soul will gladly
Wing her passage to the skies.

This series began in The Times-Dispatch Sunday, Oct. 11, 1902. One is published each day.

Personal Mention.

Mr. Charles Spencer came from Staunton, to spend Saturday and Sunday with friends in Richmond.

Mrs. E. M. Magruder, of Albemarle, is spending some time with friends in Richmond and King William county.

The marriage of Miss Achsah Dorsey, of Elliott City, Md., to Mr. Albert Clark Serrill, of Norfolk, Va., is scheduled to take place on February 7th.

Mrs. William Mann, of Cismont, Va., is visiting her daughter, Mrs. Oscar Cranz, in Richmond.

Mr. and Mrs. Willard Moore, of Rochester, New York, spent last week at the Jefferson Hotel. Mrs. Moore was formerly Miss Florence Cabell, daughter of the late Dr. and Mrs. Gratian Cabell, of this city.

Miss McCabe, the guest of Mrs. Chiles Ferrall, is receiving a most flattering amount of social attention from Mrs. Ferrall's friends and her own in Richmond.

Miss Katherine Copeland, is visiting her uncle, Mr. Joseph P. Hall, in Suffolk, Va.

Miss Malen Burnett will take a party abroad next summer, sailing from New York the first week in June. Miss Burnett has lived abroad three years, and traveled extensively, and her itinerary promises a great deal in the way of pleasure and comfort.

Mrs. Edward Moore and little daughter, Margaret, of West Broad Street, who have been very ill, are slowly recovering.

Mrs. L. F. Harmon, of North Seventh Street, is still ill, but is slowly improving.

Mr. Alfred A. Wilson, Mrs. William M. Burge and Master Alfred Burge, of Birmingham, Ala., are visiting their friends, Mr. and Mrs. W. Hall Chew, Jr., of No. 523 South Laurel Street.

Miss Virginia Brathwaite, of Williamsburg, is the guest of Mr. and Mrs. J. S. Moore.

Miss Noney Selden has returned to the city after a two weeks' visit to the Misses Pleasant, of Wilmington, N. C. While away she toured Florida in the private car of Mr. Pleasant, visiting the resorts and places of interest along the gulf and Atlantic coast.

Mr. Arthur Brantly Bristow, who has been ill with fever at Marionville, Va., since last October, is about to be out, and will soon return to his school in Charles City county. Mr. Bristow will be remembered by the college world of Richmond as one of the brightest and most popular students at Richmond College last year.

Mr. John L. Boyden is expected to come from Cismont this week as the guest of his daughter, Mrs. Hackley Morrison.

The last dinner given to General Joseph E. Wheeler was at Mr. and Mrs. Leon Marie's house, in New York, on January seventeenth. The fire is supposed to have caught from a defective fuse, after the pupils were dismissed. The contents were a total loss.

NORFOLK, Va.—Benjamin Gilbert, postmaster at Oceana, Princess Anne county, Va., has been arrested and bailed in the sum of \$50 for his appearance before United States Commissioner P. S. Stephenson, next Tuesday to answer the charge of signing the name of Dempsey Sears, an old negro, to a pension check of \$5.

STAUNTON, Va.—There was four fire alarms turned in Saturday which is unusual for Staunton. The damage was slight. There was also three runaways, all of which were teams hitched to milk wagons, the loss in each case being the wagon and its contents.

WINCHESTER, Va.—"Perfection," one of the handsomest social hunters seen in recent years at Virginia horse shows, winning scores of blue ribbons, was sold Saturday by his owner, John T. Lindsey, of Berry's Ferry, Clarke county, to A. L. Warthen, of Front Royal, Warren county, for one thousand dollars.

being a retired Virginia planter and his grandmother being Mary Chew, of the Chew family of Alexandria.

Captain M. B. Row, Captain T. McCracken, Mr. W. H. Harkamp and Lieutenant A. G. Billingsley were among those who attended the inauguration of Governor Swanson Thursday.

Miss Myrtle Graham has returned to her home in Newport News after a visit to friends here.

The Rev. J. T. Mastin, of the Methodist Orphanage here, spent Sunday in Lynchburg.

Mrs. J. P. Barker, of Waverly, visited her sister, Mrs. B. F. Little, in Richmond, last week.

Mrs. W. E. Barrett, of Newport News, is in the city.

VIRGINIA BRIEFS

(Special to The Times-Dispatch.)

BIG STONE GAP, Va., February 4.—Joe Isaacs, a Syrian merchant, of Apalachia, Va., who shot and instantly killed — Griffe, his former business partner, at that place about a month ago, was tried in Judge Skeens's court at Wise, Va., last week. The jury failed to reach a verdict in the case, there being four for acquittal and eight for a penitentiary sentence.

DANVILLE, Va.—Bull dogs, cur dogs and mongrels promise to become scarce in Danville if the Common Council concurs in the action of the Board of Aldermen in adopting a new dog tax ordinance. A general tax of \$1.50 on male and \$1 on females is provided, but the owners of bull dogs, cur or mongrels are required to pay a tax of \$5.

FREDERICKSBURG, Va.—The magnificent monument to General Hugh Mercer erected in this city by the United States government, at a cost of \$5,000, has just been completed, and put in position, but the unveiling ceremonies will not take place until spring.

FREDERICKSBURG, Va.—The valuable farm, "Elmwood," owned by Mr. Everett Wadley, of Richmond, has been sold to Mr. Knight, a brother of the postmaster of Richmond. This is an old colonial estate, formerly owned by the Saunders family.

HARRISONBURG, Va.—The Wampler school-house near Timbersville, this county, was destroyed by fire Friday, entailing a heavy loss. The fire is supposed to have caught from a defective fuse, after the pupils were dismissed. The contents were a total loss.

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Roses,

Cut Flowers
and Designs.

Hammond,

Largest Stock.
Florist,
109 E. Broad St.



PART OF THE CHORUS OF THE RICHMOND CHORAL SOCIETY, WHICH WILL GIVE ITS INITIAL RECITAL AT THE ACADEMY FEBRUARY 8.

RAILROADS PAY STATE EXPENSES

Wisconsin Has Increased Taxable Values to Quarter of Billion.

REASON FOR FIGHT ON PENNSY.

Interesting Bulletin of Killed and Injured for Three Months. Other Notes.

The Wisconsin Governor's simple plan of increasing the State's revenue by raising the tax on railroad property is working. The tax commission, which last year increased the railway valuation by \$10,000,000, has added another \$10,000,000 for this year, making the total valuation \$238,185,000. At the rate of \$113 per \$1,000 the railway tax will amount to nearly \$27,000,000, but this is stated is only the preliminary valuation, and it is thought that the final figures will show a still higher boost. The increase may not reach the \$1,000,000 which Governor La Follette set out to raise, but it will probably satisfy public sentiment for the present.

A telegram from Washington says: There are two reasons for the attack made this week in Congress on the Pennsylvania Railroad. In the Senate the real seat of the antagonism is on the Republican side of the chamber. Mr. Tillman being merely a more or less unconscious tool. The feeling against the Pennsylvania dates from the visit of President Cassatt to Washington and the subsequent announcement that the two Pennsylvania Senators were to support the Roosevelt rate programme. Senators Elkins, Foraker and Aldrich were incensed. There have been mutterings ever since.

In the House of Representatives the antipathy order is largely responsible. Members like Grosvenor, Landis, Davis and Cooper, of Pennsylvania, who supported the Democratic resolution, are in the possession of the Interstate Commerce Commission relative to a merger between the Pennsylvania, the Baltimore and Ohio, the Chesapeake and Ohio and the Norfolk and Western Railways. The language of the resolution, which was first introduced on January 18, is as follows:

That the President hereby is requested to report to the House all the facts within the knowledge of the Interstate Commerce Commission which show, or tend to show, that there exists at this time, or heretofore, within the last 12 months, has existed, a combination or arrangements between the Pennsylvania Railroad Company, Pennsylvania Company, Norfolk and Western Railway Company, Baltimore and Ohio Railway Company, Philadelphia, Baltimore and Washington Railroad Company, Northern Central Railroad Company and Chesapeake and Ohio Railway Company, or any two or more of said companies, in violation of the act of July 2, 1890.

Promptly on the passage of the resolution by the House, due to the leaders being caught napping, word came from Philadelphia that full information would be furnished by President Cassatt. It is claimed that there is no violation of law in the fact that the Pennsylvania owns stock in the roads named. Senator Tillman has broadened the scope of his inquiries to include the alleged rate discrimination against the coal fields of West Virginia.

Accident Bulletin No. 17, which has just been issued by the Interstate Commerce Commission for the months of July, August and September, 1905, shows that there were 1,653 killed and 16,386 injured among passengers and employees of railways, an increase over those reported in the three months last preceding, when 886 were killed and 15,783 injured. The number of passengers killed in train accidents was 43, in the same three months of 1904 there were 228 passengers killed in collisions and derailments. The two most notable accidents in the present report are a collision, killing 12 persons, and a derailment, killing 15. The total number of collisions and derailments was 3,135 (1,936 collisions and 1,199 derailments), of which 240 collisions and 141 derailments affected passenger trains. The damage to cars, engines and roadways by these accidents amounted to \$2,540,988.

Passenger brakemen of the Rock Island have been granted a scale of \$70 per month for runs aggregating 6,000 miles, with \$1.40 for each 100 miles additional. The previous scale was \$67.50 per month

for 5,500 miles and \$1.17 for each 100 miles additional. Allowance is made for terminal overtime as before. Grand Trunk has increased the wages of engineers on shunting engines 5 per cent, and allowed 5 cents an hour extra for detention on the road. The company offers to make the increase date from January 1st, but the engineers' committee asks that it begin with October 1st last.

A committee of conductors and trainmen has presented to General Superintendent Gilbert, of the Northern Pacific, a request that three brakemen, instead of two, be assigned to long freight trains. It is argued that two men have more work than they are able to do, and that a third man should be stationed in the caboose to act as brakeman, if necessary, or to serve as flagman when one is required.

The Georgia commission, as a result of its recent hearing upon the reclassification of Georgia railways, has placed the Atlantic Coast Line in Class A-1, instead of Class B, as heretofore; the Southern and the Central of Georgia in Class B, instead of Class C, as heretofore. In general, railways in Class A are permitted to charge 25 per cent. above the standard tariff of the State; in Class B, 15 per cent., and in Class A, 10 per cent. above standard. To make sure that the railways do not recoup by raising other rates now below the new maximum, the commission has issued an order formally making these rates its own, and forbidding the railways to raise them without the commission's permission. The reductions are effective on February 19th. No change is made in the classification of the Seaboard Air Line.

The comptroller-general of Georgia has issued execution against the Central of Georgia for taxes upon its holdings of Western Alabama Railway stock, with interest at 7 per cent. for ten years from 1898. The total amount claimed, including interest, is \$108,081.66.

The claim of the State of Alabama for a mortgage and license tax on the \$2,780,000 of bonds issued for building 130 miles of the Atlanta, Birmingham and Atlantic, in Alabama, has been compromised for \$2,750.

Mr. C. B. Gwathmey has been appointed traveling passenger agent of the Seaboard Air Line at Atlanta, Ga., succeeding Mr. Fred Geissler, transferred to Memphis, Tenn.

Mr. C. E. Doyle, general manager of the Chesapeake and Ohio, says that the branch to be built by this company will run from Covington, Va., to ore properties on Potts's Creek, about 25 miles, and that work will begin early in the spring. It was recently stated that the branch was to be built from Covington, Ky. Mr. Doyle says that there is no prospect of extending the line to the Potts's Creek line beyond Logan Courthouse, as recently stated.

Mr. Fred L. Merritt, president of the Beaufort and Western, says that grading is under way on this road from Morehead City to Beaufort, N. C., three miles. The road will be completed, chiefly of bridges and trestles, one and seven-eighths miles of the line being across Pamlico Sound. This structure is a pile trestle with two steel draw spans, one fifty feet in length and the other thirty feet in length. The contractors are the General Construction and Engineering Company, of No. 15 Whitehall Street, New York. R. P. Foster, vice-president, Goldsboro, N. C.; Charles Pearson, C. E., Beaufort, N. C.

Louisville and Nashville ordered in January, for construction at its shops at New Decatur, 750 box cars, 200 coke cars, 50 ore cars and 50 flat cars; for construction at its Louisville shops, 750 drop bottom gondola cars, 100 refrigerator cars, 100 stock cars, four vestibule combination coach and baggage cars, three straight vestibule coaches with smoking compartments, two baggage and mail cars and two baggage cars.

The Chesapeake and Ohio received bids last week for new locomotives, the number being reported as fifty. The Chesapeake and Ohio has ordered from the Lima Locomotive and Machine Company another 150-ton Shay locomotive, making three engines of this class and size ordered by this road, one being in service and two now under construction.

The Norfolk and Western has ordered 2,500 hopper cars of 300,000 pounds capacity of the Seaboard Air Line, Norfolk, Bluebird and Williamson, and have authorized the construction of forty-two miles of second track east and west of Lynchburg, in the coal field district.

COLO. & SOUTHERN'S GROWING POLICY

Interesting Article Telling of the Increased Revenues of the Road.

The Wall Street summary of yesterday publishes the following interesting

article on the Colorado and Southern Railway, the shares of which company are held very largely in Virginia:

A few days ago a man who is well informed regarding the affairs of the Colorado and Southern Railway Company, when reminded that the common stock of the company was quoted at 36 and a fraction on the tape, replied: "Wait a little longer and you will see it selling at 46." This expression, in a small way, is indicative of the genuine confidence which Edward Hawley, B. F. Yoakum, Frank Trumbull, who is president of the company, and the other large interests in the property, have in it. The Street in general believes in the Colorado and Southern proposition. Probably this belief is founded principally on the phenomenon of large earnings which are being recorded month by month and on a rather vague idea of the benefits that will accrue from the extensions that are now being built in the State of Texas.

Well Officered.

The men whose names have been mentioned base their confidence on an intimate knowledge of plans already partly executed and still others that will be carried out as rapidly as possible, for the development of the company. They also base their belief on an intimate knowledge of the country in which they are already operating and the other sections in which they will operate as soon as the extensions now being constructed are completed. Frank Trumbull understands conditions in the State of Colorado probably better than any official now connected with the railroad operating in that State. He is, moreover, a thoroughly competent railroad executive.

He displayed his ability as an operating official two years ago, when, with small gross earnings, he cut down the cost of operating very materially without sacrificing the maintenance of the property, and was able to present to the stockholders a most creditable report of the year's operations. Without question, B. F. Yoakum knows the Southwest, particularly the great State of Texas just as well as Frank Trumbull knows the State of Colorado. The fact that two years more ago Mr. Yoakum decided to ally himself with the Colorado and Southern and to take an active part in the direction of the company's affairs, particularly with respect to the Texas extensions, was of great importance to the Colorado and Southern. Within a few days both Mr. Trumbull and Mr. Yoakum will return from a trip through the Southwest, where they have been inspecting the extension work now in progress and attending to other matters of importance in connection with the plans for the Colorado and Southern management.

Steady Earnings.

More than a year ago the Colorado and Southern earnings made a decided turn for the better. The improvement ever since has been steady and even pronounced. The December statement and that for the six months ended December 31, were well in keeping with the exhibits for many months preceding. The reports both for December and for the half-year are strikingly favorable in two important particulars. It is generally known that the Colorado railways are handling a large amount of traffic, but it is evident from the official figures that the Colorado and Southern is especially well prepared to handle this rapidly increasing business. In the month of December the gross earnings expanded 22.2 per cent., while the operating expenses increased less than half that rate, or 11 per cent. These facts result in a gain in net earnings of more than 60 per cent. For the full six months there was an average gain in the gross of over 12 per cent. During that period the operating expenses were only 14 per cent. larger than for the corresponding six months of 1904. The company closed the first half of the year with net earnings of operations nearly 46 per cent. larger than for the first half of the previous fiscal year. The gross receipts for the first three weeks of January added 4.2 per cent. to the returns for the full month which show a steady increase in traffic.

Large Income.

Recently we made the statement on trustworthy information that, according to present indications, the earnings applicable to interest for the present fiscal year, which closes June 30 next, will be equivalent to four times the amount of the new 4 1/2 per cent. refunding and extension bonds that will be outstanding at that time.

We are able now to give the figures, partly estimated, of course, on which that statement was based. For the fiscal year ending June 30, 1906, the net income of the company applicable to interest was \$1,482,184. The interest for the year on the equipment trust notes and other obligations was \$102,748, and on the first mortgage bonds \$769,120, making a total of \$871,868. Deducting this amount from the \$1,482,184 mentioned above, left a surplus for the year of \$610,316.

The net income applicable to interest on bonds for the six months ended December 31, 1905 (December partly estimated), was \$1,137,000. Assuming that the income from operation of the road and from miscellaneous sources applicable to such interest for the six months ending June 30, 1906, will be as large as during the same period in 1905, there would be added to the interest money just mentioned \$667,479. There would also be added for the full year income from property acquired by the use of refunding and extension bonds and from miscellaneous items a total of \$310,000. These three items make a grand total of \$2,114,479 applicable to interest. To pay the interest on the first mortgage bonds for the full year will require \$776,120, which, deducted from the \$2,114,479, would leave \$1,338,359 applicable to interest on the new 4 1/2 per cent. bonds at the close of the

present fiscal year. To pay the interest on the latter amount of bonds will require only \$264,000, which, deducted from the available interest money, would leave a surplus of \$1,074,359. It will be seen from these figures that he \$1,238,359 applicable to interest on new bonds is more than four times the amount required to pay the interest.

MAYNARD HOEFUL.

Looks for An Appropriation for Portsmouth Public Building

(Special to The Times-Dispatch.) NORFOLK, Va., Feb. 4.—Congressman H. L. Maynard arrived here yesterday afternoon from Washington, where he returned Sunday evening. He said to-day: "The general appropriation bill is now made, and Portsmouth is in the bill for the land for a site and for a \$200 appropriation. There is no doubt in my mind that if the general appropriation bill passes Congress, Portsmouth will get its new public building. The bill session was held up by Speaker Cannon, but conditions are now more favorable for its consideration, and I am very hopeful."

Took Charge of Foundling.

(Special to The Times-Dispatch.) GREENSBORO, N. C., February 4.—On application of W. B. Streeter, superintendent of the North Carolina Children's Home Society, the clerk of the court last night issued notice of application for guardianship of a white infant in the possession of R. O. a white colored, for the past six weeks. Deputy Sheriff Oscar Edwards went to the woman's home to serve the writ, and take the child under habeas corpus proceedings. The foster mother refused at giving the child up, saying she had just received a letter from a lady in Charlotte, never to part with it. The infant, a boy three months old, was taken and delivered to Streeter, whose possession it will remain until the time set for the hearing, ten days off. The baby was left with Nancy Holcomb, a fourteen-year-old girl there. It is very dimly remembered, but it has since been learned that it came from Raleigh and was the unfathered offspring of a fourteen-year-old girl there. The officers says its surroundings were filthy and that it was in a room with four negro women and in bed with two of them.

COREY BREAKS WITH FATHER OVER WIFE